

AMENDED IN ASSEMBLY JANUARY 13, 2006

AMENDED IN ASSEMBLY JANUARY 4, 2006

CALIFORNIA LEGISLATURE—2005—06 REGULAR SESSION

## ASSEMBLY BILL

**No. 1020**

**Introduced by Assembly Member Hancock**

February 22, 2005

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An act to add Chapter 2.68 (commencing with Section 65089.60) to Division 1 of Title 7 of the Government Code, relating to planning.

### LEGISLATIVE COUNSEL'S DIGEST

AB 1020, as amended, Hancock. Transportation planning: improved ~~regional~~ travel models.

Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional agencies.

This bill would require the department, in partnership with certain federally designated metropolitan planning organizations and certain state-designated regional transportation planning agencies, to ~~evaluate current regional travel models and improvements to those models already underway, to make available improved regional travel models incorporating specified factors, and to develop budgeting plans that ensure continuous improvement of those models~~ *provide a notice to the Legislature by January 31, 2007, on a schedule for a comprehensive review and evaluation of current travel models and model improvements already underway.* The bill would require these planning organizations and agencies ~~to implement the improved~~ *using travel models to use models that incorporate specified factors*, thereby imposing a state-mandated local program. The bill would ~~require the department to report to the Legislature on its activities in that regard~~

by July 1, 2008. The bill would require all transportation models used by state or regional agencies to be usable on personal computers and to be made available to the public identify other objectives that may be included in the travel models. The bill would enact other related provisions.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: yes.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) Improved transportation planning can have dramatic
- 4 economic and environmental benefits for California residents,
- 5 and can make government expenditures on transportation
- 6 infrastructure far more cost-effective.
- 7 (b) Better transportation infrastructure and land use planning
- 8 decisions can have immense benefits on California's air quality
- 9 and economy. Motor vehicles produce over 60 percent of smog
- 10 precursor emissions in some urban regions, and automobile usage
- 11 costs California households one hundred billion dollars
- 12 (\$100,000,000,000) annually. Improvements in transportation
- 13 planning, incorporating accurate evaluation of the effect of land
- 14 use practices and policies eventually could reduce these
- 15 environmental and economic impacts by 30 percent or more.
- 16 (c) Current planning models used for making transportation
- 17 infrastructure decisions and for air quality planning do not
- 18 always adequately reflect the effect of compact residential
- 19 development patterns, the effect of mass transit on reducing car
- 20 ownership and overall travel, the effect of highways on inducing
- 21 additional automobile traffic, and the effect of economic
- 22 incentives such as tolls, transit pricing, and parking charges.

1 (d) Because of these widespread modeling deficiencies,  
2 elected officials and other government decisionmakers often do  
3 not get adequate information on which to base multibillion dollar  
4 transportation decisions, resulting in erroneous decisions being  
5 made.

6 (e) State-of-the-practice transportation planning models can  
7 account more accurately for the potential benefits of ~~smart~~  
8 ~~growth and can allow planners to make better decisions~~  
9 *comprehensive planning and allow decisionmakers to be better*  
10 *informed.*

11 (f) In addition, better travel models can assist metropolitan  
12 planning organizations (MPOs) in assessing growth-inducing and  
13 cumulative impacts of transportation plans, as required by the  
14 California Environmental Quality Act and the National  
15 Environmental Policy Act.

16 (g) The Department of Transportation is working with MPOs  
17 and regional transportation planning agencies to develop more  
18 effective transportation models. Significant improvements have  
19 been made in transportation modeling practices, however, the  
20 improved models are not yet widely and consistently used. These  
21 models can also be used in air quality planning to enhance  
22 emissions reductions and to cut the cost of clean air compliance.

23 (h) It is therefore the intent of the Legislature to require  
24 improvements to transportation modeling statewide in a timely  
25 fashion to ensure that transportation dollars are wisely spent.

26 SEC. 2. Chapter 2.68 (commencing with Section 65089.60) is  
27 added to Division 1 of Title 7 of the Government Code, to read:

28  
29 CHAPTER 2.68. INTEGRATED TRANSPORTATION AND LAND  
30 USE PLANNING

31  
32 65089.60. (a) "Designated MPO" means the following  
33 metropolitan planning organizations (MPOs): the Southern  
34 California Association of Governments, the Metropolitan  
35 Transportation Commission and the Association of Bay Area  
36 Governments, the San Diego Association of Governments, the  
37 Association of Monterey Bay Area Governments, and the  
38 Sacramento Area Council of Governments.

39 (b) "Designated RTPA" means the regional transportation  
40 planning agencies (RTPAs) for the following areas: all counties

1 in the San Joaquin Valley, and Monterey, San Luis Obispo, Santa  
2 Barbara, and Santa Cruz Counties.

3 (c) “Department” means the Department of Transportation.

4 ~~65089.61. On or before January 1, 2008, the department, in~~  
5 ~~partnership with the designated MPOs, and on and after January~~  
6 ~~1, 2009, the department, in partnership with the designated~~  
7 ~~RTPAs, shall evaluate current models and model improvements~~  
8 ~~already underway, and make available improved regional travel~~  
9 ~~models that shall be implemented by the designated MPOs and~~  
10 ~~RTPAs. The models shall do all of—~~*The department, in*  
11 *partnership with the designated MPOs and the designated*  
12 *RTPAs, shall provide a notice to the Legislature by January 31,*  
13 *2007, on a schedule for a comprehensive review and evaluation*  
14 *of the current travel models and model improvements already*  
15 *underway.*

16 ~~65089.62. Whenever models are now used by the designated~~  
17 ~~MPOs and RTPAs, the models shall incorporate the following:~~

18 (a) Account for the influence of land use intensity (housing  
19 units per residential acre or equivalent) and transit service levels  
20 on automobile ownership and vehicles miles traveled per  
21 household.

22 (b) Employ mode split models that allocate trips between  
23 pedestrian, bicycle, transit, carpool, and single-occupant  
24 automobile modes.

25 ~~(c) Account for travel demands during at least four time~~  
26 ~~intervals during the day.~~

27 ~~(d) Account for induced travel and induced land development~~  
28 ~~resulting from highway or passenger rail expansion.~~

29 ~~(c) Careful representation of all transit lines and roads.~~

30 ~~(d) Land use models based on bidding for floorspace and~~  
31 ~~implemented on small zones or parcels.~~

32 ~~65089.62.—~~

33 ~~65089.63. The travel models shall include all may do both of~~  
34 ~~the following:~~

35 ~~(a) Simple evaluation measures for environmental justice and~~  
36 ~~economic welfare.~~

37 ~~(b) Person-trips for each mode.~~

38 ~~(c) Households by income class in at least home-based work~~  
39 ~~trips.~~

40 ~~(d) Careful representation of all transit lines and roadways.~~

1 (a) Account for travel demands during at least four time  
2 intervals during the day.

3 (b) Account for induced travel and induced land development  
4 resulting from highway or passenger rail expansion.

5 ~~65089.63.~~

6 65089.64. The travel models ~~shall~~ *should* be capable of  
7 evaluating at least the following policy choices:

8 (a) Land use intensification.

9 (b) The impact of enhanced transit service levels on reducing  
10 overall vehicular travel and car ownership.

11 (c) Mixed land uses.

12 (d) Parking charges and parking cash-out.

13 (e) Peak period freeway tolls.

14 (f) Twenty-four-hour freeway tolls.

15 ~~(g) Urban growth boundaries.~~

16 ~~(h)~~

17 (g) Neighborhood plans that enhance pedestrian access.

18 (h) *A freight travel model and a commodity flows travel model*  
19 *should additionally be included in the travel models of the*  
20 *designated MPOs.*

21 ~~65089.64. In the case of the designated MPOs, the travel~~  
22 ~~models shall also include all of the following:~~

23 ~~(a) Composite mode costs, public and private, in all travel~~  
24 ~~mode steps.~~

25 ~~(b) Trip hours represented with departure time choice.~~

26 ~~(c) Land use models based on bidding for floorspace and~~  
27 ~~implemented on small zones or parcels.~~

28 ~~(d) Detailed measures for environmental justice and economic~~  
29 ~~welfare.~~

30 ~~(e) Representation of person-trips and average trip lengths for~~  
31 ~~all modes.~~

32 ~~(f) Households by income in all trip purposes.~~

33 ~~(g) Trip generation sensitive to land use characteristics for all~~  
34 ~~modes.~~

35 ~~65089.65. By 2008, a freight travel model, and by 2010, a~~  
36 ~~commodity flows travel model shall additionally be included in~~  
37 ~~the travel models of the designated MPOs.~~

38 ~~65089.66.~~

39 65089.65. The department, in partnership with the designated  
40 MPOs and RTPAs, ~~shall~~ *is encouraged to* develop budgeting

1 plans that ensure the continuous improvement of travel models.  
2 All models ~~shall~~ *should* be peer reviewed at least every 10 years.  
3 Household travel surveys used in the models ~~shall~~ *should*  
4 adequately sample all modes, to the extent statistically feasible,  
5 and ~~shall~~ *should* be updated at least every 10 years. The  
6 department, in partnership with designated MPOs and RTPAs,  
7 ~~shall~~ *should* validate predicted versus measured vehicle speeds  
8 on highways and traffic volumes by time of travel on roadway  
9 links.

10 ~~65089.67. In evaluating transportation projects in their~~  
11 ~~respective areas, member local governments of the designated~~  
12 ~~MPOs shall run the entire regional travel model with the same~~  
13 ~~methods used by the MPO, or with local models that meet the~~  
14 ~~same criteria.~~

15 ~~65089.68. The designated MPOs and designated RTPAs shall~~  
16 ~~run at least one scenario in each regional transportation plan that~~  
17 ~~includes new policies to promote more efficient land use and~~  
18 ~~transit expansion.~~

19 ~~65089.69.~~

20 ~~65089.66. The evaluation of large private and public land~~  
21 ~~development projects shall~~ *should* be done with models that  
22 accurately account for the impacts of density, mix, and other  
23 efficient land use policies on travel. These models may be  
24 simpler than those used for transportation projects.

25 ~~65089.70.~~

26 ~~65089.67. All transportation models used by state or regional~~  
27 ~~agencies shall~~ *should* be usable on personal computers ~~and shall~~  
28 ~~be made available to the public for public use.~~ This section does  
29 not require agencies to provide commercial software developed  
30 by third parties that may be needed to run the model.

31 ~~65089.71.~~

32 ~~65089.68. If the agencies identified in subdivisions (a) and~~  
33 ~~(b) of Section 65089.60 meet the modeling requirements of this~~  
34 ~~chapter, their models shall be considered state of the practice and~~  
35 ~~fully adequate technically.~~

36 ~~65089.72. On or before July 1, 2008, the department shall~~  
37 ~~submit a report to the Legislature on the progress made by the~~  
38 ~~designated MPOs and RTPAs in meeting the requirements of this~~  
39 ~~chapter. The report shall also identify barriers to implementation~~

1 ~~faced by any of the designated MPOs or RTPAs not meeting the~~  
2 ~~requirements of this chapter.~~

3 ~~65089.73.~~

4 65089.69. The department, in consultation with the California  
5 Association of Councils of Governments, shall meet at least  
6 annually with the designated MPOs and RTPAs to evaluate their  
7 progress in meeting the technical requirements listed in this  
8 chapter, and to identify resources available to assist them in  
9 meeting the requirements in the most timely and complete  
10 manner practical. In this process, the department may modify or  
11 extend the technical requirements of this chapter.

12 SEC. 3. If the Commission on State Mandates determines that  
13 this act contains costs mandated by the state, reimbursement to  
14 local agencies and school districts for those costs shall be made  
15 pursuant to Part 7 (commencing with Section 17500) of Division  
16 4 of Title 2 of the Government Code.